

**IN THE CLAIMS:**

Claims 1-18 (Canceled)

Claim 19 (Original): A method of manufacturing a fuel injector, comprising:

providing a valve group subassembly comprising:

    a tube assembly having a longitudinal axis extending between a first end and a second end, the tube assembly including an inlet tube having an inlet tube face;

    a seat secured at the second end of the tube assembly, the seat defining an opening;

    an armature assembly disposed within the tube assembly, the armature assembly having an armature face, at least one of the armature face and the inlet tube face having a first portion generally oblique to the longitudinal axis;

    a member biasing the armature assembly toward the seat;

    an adjusting tube located in the tube assembly, the adjusting tube engaging the member and adjusting a biasing force of the member;

    a filter assembly located in the tube assembly, the filter assembly engaging the member and adjusting a biasing force of the member; and

    a first attaching portion;

providing a coil group subassembly including:

    a solenoid coil operable to displace the armature assembly with respect to the seat; and

    a second attaching portion;

inserting the valve group subassembly into the coil group subassembly; and

connecting the first and second attaching portions together.

Claim 20 (Original): The method according to claim 19, wherein the armature includes at least one radial facing surface, the method further comprising:

    masking the at least one radial facing surface; and

    hardening the armature face.

Claim 21 (New): A fuel injector for use with an internal combustion engine, the fuel injector comprising:

a valve group subassembly including:

a tube assembly having a longitudinal axis extending between a first end and a second end;

a seat secured at the second end of the tube assembly, the seat defining an opening;

an armature assembly disposed within the tube assembly, the armature assembly having a armature face, at least one of the armature face and the inlet tube face having a first portion generally oblique to the longitudinal axis;

a member biasing the armature assembly toward the seat;

a filter assembly located in the tube assembly, the filter assembly engaging the member and adjusting a biasing force of the member;

a crush ring disposed within the tube assembly proximate the seat;

a first attaching portion; and

a coil group subassembly including:

a solenoid coil operable to displace the armature assembly with respect to the seat; and

a second attaching portion fixedly connected to the first attaching portion.